DaimlerChrysler AG

Patent Claims

1. Device equipped with a unit (10) that is designed to actuate a continuously variable motor vehicle transmission (11) in at least one normal mode (N) and in an acceleration mode (B) with a higher driving speed (ω_A) in comparison to that of the normal mode (N), characterized in that
the unit (10) is designed to adapt a differential value ($\delta\omega_A$) by which the driving speed (ω_A) in acceleration mode (B) exceeds the driving speed in normal mode (N) on the basis of an acceleration (a) of the motor vehicle (12).

2. Device according to claim 1
characterized in that
the unit (10) is designed to adjust the differential value ($\delta\omega_A$) at a rate depending on the current acceleration (a).

3. Device according to one of the preceding claims,
characterized in that
the unit (10) is designed to initiate a changeover from normal mode (N) into acceleration mode (B) depending on

the rate of change of a gas pedal angle (α).

4. Device according to one of the preceding claims,
characterized in that
the unit (10) is designed to initiate a changeover from normal mode (N) into acceleration mode (B) depending on a signal (KD) from the vehicle's driver.

5. Device according to one of the preceding claims,
characterized in that
the unit (10) is designed to initiate a changeover from normal mode (N) into acceleration mode (B) depending on the response (a) of the vehicle (12) containing the unit (10) to a current change of the gas pedal angle (α).

6. Device according to one of the preceding claims,
characterized in that
the unit (10) is designed to reset the differential value ($\delta\omega_A$) to an initial value when a threshold value (14) is exceeded.

7. Device according to one of the preceding claims,
characterized in that
the unit (10) is designed to reset the differential value ($\delta\omega_A$) to an initial value by means of a driver's signal (13).

8. Device according to one of the preceding claims,
characterized in that

the unit (10) is designed to reset the differential value ($\delta\omega_A$) to an initial value during a changeover process from acceleration mode (B) into normal mode (N).

9. Device according to one of the preceding claims,
characterized in that
the unit (10) is designed to limit the driving speed (ω_A) on the basis of a velocity (v) in a limiting step (15).

10. Method for actuating a device according to one of the preceding claims.